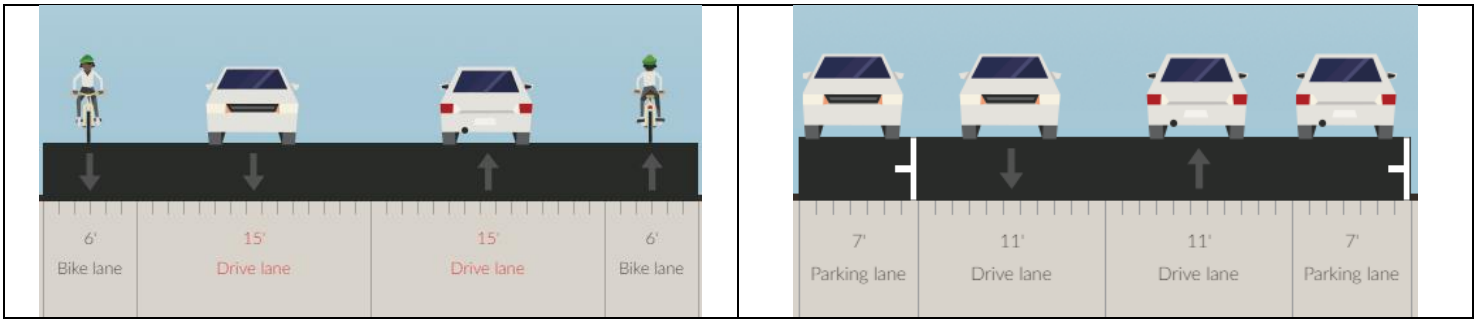
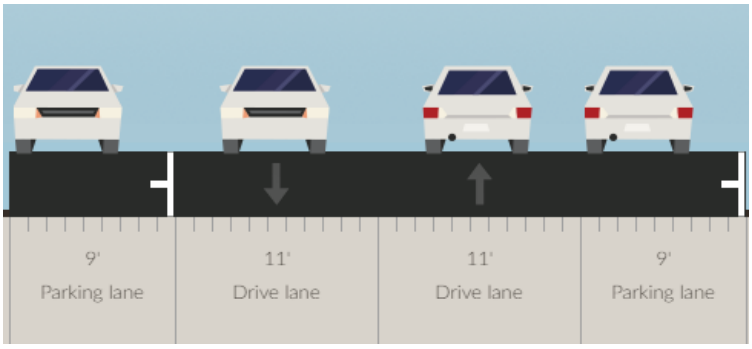
Spring Street Bike Lane Plans (Cabel Street to Payne St)

- **Cabel Street to Quincy St**
  - 42’ street width allows for 6’ bike lane in each direction, 15’ driving lanes in each direction
  - Where commercial parking begins, the road gradually narrows from 42’ width to 36’ width. When pavement width is anything less than 42’ there will be 7’ parking lanes on each side, remainder of street width is split between a single driving lane in both directions with sharrows north and south bound

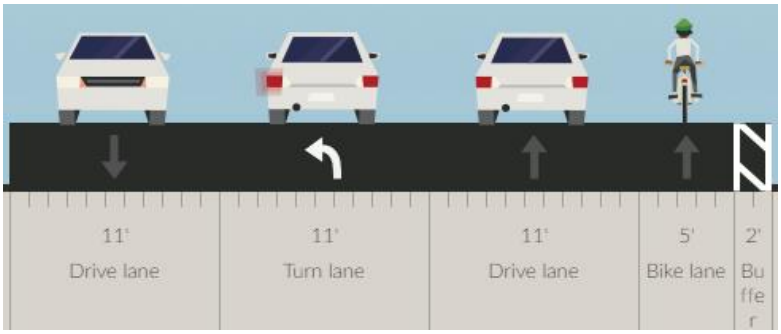


42’ width 36’ width

- **Quincy St to Story Avenue**
  - 40’ street width allows for 9’ parking lanes on both sides of the street and 11’ travel lanes in each direction with sharrows north and south bound

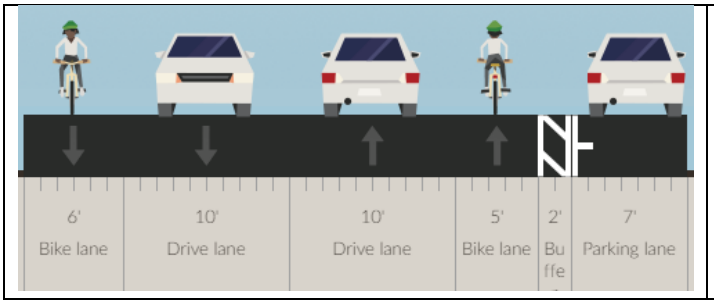


- **Story Avenue to Mellwood Avenue**
  - 40’ street width with no parking demand allows for a 2’ bike lane buffer, 5’ bike lane, 11’ travel lanes in each direction with an 11’ turning lane in the center heading southbound to accommodate the large left turn volumes from Spring Street onto Mellwood Avenue

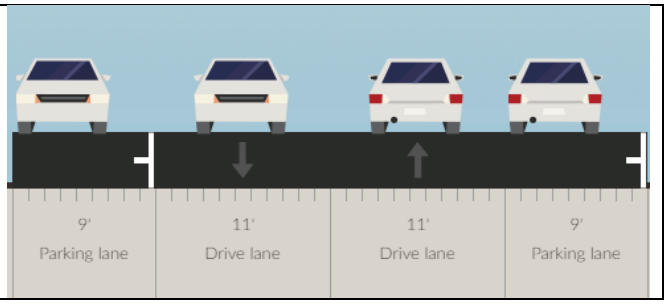


- **Mellwood Avenue to Locust Street**

- 40’ street width with parking need on the west side of the street allows for a 7’ parking lane, 2’ bike lane buffer, 5’ bike lane, 10’ travel lanes in each direction, and a 6’ bike lane in the opposite direction
- Just south of the railroad overpass, parking demand for residential and commercial residents is in high demand. To accommodate the parking, 50’ south of the railroad overpass we will transition the treatment mentioned in the last bullet to now be 9’ parking lanes on each side with 11’ driving lanes in both directions marked with sharrows both north and south bound.



North of RR overpass



South of RR overpass

- **Locust Street to Payne Street**
  - 40’ street width allows for 9’ parking lanes on both sides of the street and 11’ travel lanes in each direction with sharrows north and south bound